



Dated: February 24, 2003

Our Case No.: ERI 306

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:

LEE RAMAGE, ALAN B. MACDONALD
and RORY D. PARKER

Serial No. : 09/803,227
Filed : March 9, 2001
For : FLUID LOADING SYSTEM

Group Art Unit 3644
Examiner: J. Woodrow Eldred

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GROUP 3600

Commissioner for Patents
Washington, D.C. 20231

Sir:

Transmitted herewith is an AMENDMENT for filing in the above-identified application:

The fee has been calculated as shown below

Claims as Amended
SMALL ENTITY

(1)	(2)	(3)	(4)	(5)	(6)	(7)
	Claims remaining after amendment		Highest number previously paid for	Present extra	Rate	Additional fee
Total Claims	31	Minus	32	0	9.00	= \$ 00.00
Independent Claims	7	Minus	7	0	\$ 42.00	= \$ 00.00
This additional fee for this amendment						\$ 00.00

Applicant hereby requests a retroactive extension of time up to and including the date of this Amendment, and the fee for this extension is submitted herewith. A duplicate copy of this sheet is enclosed.

Please charge any additional fees or credit overpayment to Deposit Account No. 11-1540. A duplicate copy of this sheet is enclosed.



Respectfully submitted,

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PVR:pak
Enclosures



Response Under 37 C.F.R. § 1.116(a)
EXPEDITED PROCEDURE, EXAMINING GROUP 3644

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

February 24, 2003

In re Application of

LEE RAMAGE, ALAN B. MacDONALD
and RORY D. PARKER

Serial No. : 09/803,227

Mailing Date of Office action:
October 23, 2002

Filed : March 9, 2001

Examiner John W. Eldred

For : FLUID LOADING SYSTEM

Box FEE AMENDMENT
Commissioner for Patents
Washington, D.C. 20231

Sir:

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AMENDMENT

In response to the Office action dated October 23, 2002, please amend the above-identified patent application:

In the claims:

Please amend claims 20 and 33 as follows:

20. (Twice Amended) A fluid conduit device comprising

a substantially rigid tube member having a proximal end configured for connection to an aircraft in communication with an onboard tank, wherein the tube member is movable into a downward orientation for accessing a fluid source while the aircraft flies translationally over the fluid source.